

**ADEQUATE PUBLIC FACILITIES
ADVISORY COMMITTEE**

ACTION MINUTES

MEETING OF June 30, 2011

The meeting was convened at 7:04 p.m. In attendance – Julie Carr, Dennis Cain (arr. late), Soo Lee-Cho, Tom Gibney, Charles Littlefield, Eric Siegel, Jason Anthony and Sean Hart. Roald Schrack was absent.

The chair moved, seconded by Charles Littlefield, to defer consideration of the minutes of the June 23 meeting until after the guest presentation. The motion passed unanimously.

The meeting then turned to a presentation by Rollin Stanley, Planning Director for the Montgomery County Planning Department, Maryland-National Capital Park and Planning Commission. Mr. Stanley was accompanied by Steve Findley, Pamela Dunn, and Patrick Butler from the planning staff.

Mr. Stanley presented a PowerPoint program on general growth and development issues in the County. Some of the highlights are noted here.

One item noted was that development is directly related to construction costs. In the past, building heights and resulting densities shown in master plans have often not been achieved due to construction costs. There is a substantial break at a height of about 65 feet, which is the current limit on “stick-built” projects – those with a concrete base platform and five stories of wood construction above. Concrete and steel construction is required for taller structures, but it isn’t economical below about 80 feet. The recently adopted Kensington master plan has a height limit of 65 feet.

With regard to budgets, the costs should include both the capital expenses and the service costs. Usually only the initial capital costs are considered. Single family detached development, especially “scattered”, is a big service cost. It results in a lower revenue to cost ratio, generates higher vehicle miles traveled, and is essentially subsidized by higher-density mixed use development.

High-rise development provides the greatest assessed value per acre - \$38.2 million per acre. Retail development only generates about \$5.2 million per acre. The two primary sources of tax revenues are the property tax and the income tax. Only 0.7% of the land is in a commercial zone; 0.4% is mixed use; 2.5% in multi-family. Fourteen percent of the county land is vacant, but almost all of it is essentially unbuildable.

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The White Flint area proposes 9,800 new dwelling units and 5.7 million square feet of non-residential. All of this is staged to new transportation capacity as set forth in the plan.

The White Flint plan does not involve use of tax increment financing (TIF), since this was opposed by the County Executive. It is instead set up as a special financing district.

With regard to traffic, the standards range from 1,400 CLV (critical lane volume) in the outlying areas to 1,800 in the CBD's and high-density development areas. Rockville is in the 1,500 CLV area.

With regard to the Corridor Cities Transitway, the County is waiting on a decision by the Governor on whether it will be a light rail system or a busway.

County projects and development plans are based on the emergence of the necessary infrastructure and the CIP funding to get it done. A Bus Rapid Transit (BRT) study is nearing completion, with a one-year review period by the County to follow.

For the Great Seneca area, one of the triggers for moving through the development stages is the increase in non-driver mode share. It should be 18% in stage 1, 23% in stage 2, and 28% in stage 3.

Sean Hart asked if there is a way to predict the use of transit? Can you factor in the costs and figure out how that will affect actual usage? The answer, in part, is that there is consideration of a change to the Transportation Policy Area Review, which tries to consider dropping off projects that are not going to happen. There is further discussion on the County Executive's web site.

Subdivision Staging (formerly the Growth Policy) sets the parameters – the County does APFO reviews on a four-year test basis, instead of 2 years. Certain tests, such as schools and policy area mobility reviews, are done annually and some items have to account for local area reviews.

The overall schools APFO test is done five years out at all 3 levels, the philosophy being that it takes that long for new approved development to have an impact on the local schools.

The change in school policies – all-day kindergarten and reduced class sizes had a major impact on the capacity numbers. We still need to find out if any school facility payments have been required with any new development approvals.

At present, 97% of the residential land in the county is zoned for single family development. It is expected that there will be a major turnover in the housing stock. With the 2010 Census data forthcoming, it may be possible to do some projections on the expected turnover, but it also has to take into account ethnicity.

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The school generation rates for mid-rise and high-rise seem to be affected more by location than just by type of development. Silver Spring seems to be much higher than the Pike areas.

Clarksburg was in development moratorium for schools for 2 or 3 years until a new middle schools was programmed into the CIP.

In 2009 M-NCPPC began looking at projects that been approved and what is programmed to check that each project won't tip the balance. So far they have not had to hold up a project due to lack of capacity.

In the Great Seneca area, the Planning Board just adopted the development guidelines. Only 400,000 new square feet of stage 1 capacity remains, and there already pending applications that would exceed the limit. Note that direct patient health care delivery projects are exempt from the limit. Residential development is allowed up to 5,800 total new units.

Stage 2 in the Great Seneca area commences when the CCT is fully funded in the CIP, and the relocation of the County Service Park is also funded. An 18% modal split must also be achieved. Stage 2 could allow 2,000 more residential units.

Stage 3 begins when the CCT is under construction and 50% of the funds are spent; the balance of the transportation infrastructure is programmed within 6 years, and the modal split is 23%.

A question was asked that in a carpool, what counts for the modal split – just the riders, or does the driver also count? Eric Graye has responded back that the modal split includes the driver and the passengers.

Stage 4 begins with the operation of the CCT; all necessary transportation improvements are in place, and the modal split reaches 28%. The schools test is not directly affected by the other staging elements – residential development must still pass the cluster test. Overall, the development totals would be 17.5 million square feet of non-residential, and 9,000 new residential units in the Great Seneca area.

Soo Lee-Cho moved to have City staff contact the County's finance department (David Platt) regarding any school facilities payments that have been made. Seconded by the chair. The motion passed unanimously.

Soo Lee-Cho moved, seconded by Eric Seigel, to obtain future infrastructure maintenance and replacement costs for the City. The motion passed 7-0-1. Dennis Cain abstained.

The meeting then turned to review of the June 23 minutes. Several edits and revisions were offered. Jason Anthony moved, seconded by Eric Siegel to approve the minutes

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with the corrections noted. The motion passed 4-0-4. Soo Lee-Cho, Charles Littlefield, Dennis Cain and Sean Hart abstained.

The meeting was adjourned at 10:15 p.m.